

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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Moscow

1. There were PW camps at Lublino and Dachnava (sic) near Moscow. 25X1

Most PWs worked at the Engineering Works imeni KAZANOVICHNA. No. 44.

Prisoners were paid only 75 rubles a month, rations were poor, and food was expensive; a loaf of bread cost 80 rubles at that time. Pilfering was common.

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2.

the examining magistrate (sledovatel) received a bonus of 75 rubles, and the prosecutor over 300 rubles, for every PW proved guilty of an offense.

3.

Germans and Soviets shared the same prisons. Foreigners were kept in single cells, but Soviets shared cells. Some cells contained 30 to 70 prisoners. In the exercise yard, there were pens, five to ten meters in size, separated by brick walls, two and a half to three meters high, on which prison guards, armed with machine carbines, patrolled. Food in prison consisted of: breakfast, 550 gr black bread and one cube of sugar; dinner, one half-liter watery soup and 200 gr porridge; supper, one half-liter of watery soup. In the mornings and evenings, boiling water (kipyatok) was also given.

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DPMO review completed.

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25 YEAR RE-REVIEW

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Transfer of Forced Laborers to Siberia

4. The transport of the forced laborers from prison to prison camp was as follows:
 - a. There were separate railroad cars for prisoners sentenced to five, ten, 15, 20, and 25 years.
 - b. The distance from the prison gate to the cars was approximately 100 meters.
 - c. The road from the prison gate to the cars was fenced on both sides.
 - d. Every ten meters on each side stood a guard armed with a machine carbine; between those guards were others with dogs and Nagant revolvers.
 - e. At the gate, prisoners had to line up, five in a row, link arms, and run to the car, then squat down.
 - f. The cars were big, four-axle, cattle cars. There were 75 prisoners to each car.
 - g. Before entering the car, each prisoner was checked by the escorts; then the prisoners entered the car one by one.
 - h. Each car had two small stoves and sleeping shelves at each end. A tin pipe ten centimeters in diameter was provided as a toilet. The windows were barred.
 - i. Each car had a brake platform, which was occupied by a guard. A machine gun was mounted on the first and last cars. Searchlights illuminated the sides of the train at night. Some trains were also illuminated from underneath. [redacted] prisoners attempting to escape by lifting a floor board and dropping on to the embankment [redacted]
 - j. Each car received one candle, five centimeters long, for lighting.
 - k. Each car was checked twice during 24 hours. The door was opened enough to permit one guard to enter, and he ordered all prisoners to stand with their faces against the opposite wall. After that, two guards with revolvers in their hands entered the car and searched all clothing, the sleeping shelves, and tested the floorboards with a mallet. Then, the prisoners were ordered one by one to the opposite wall and the performance repeated. Outside the door stood five guards, armed with machine carbines. The first and last cars in the train were occupied by the guards. The second car from the front carried provisions for the train.
5. All guards belonged to the MVD; their uniforms had red shoulder boards, a red cap band, and blue cap tops. Food consisted of 800 gr of bread and soup three times a day. Food was prepared by prisoners, mostly women with sentences up to two years. Some prisoners served their sentence by working on the prison trains.

PW Transports

6. PWs are transported in the same way as the forced laborers. Before leaving prison there is a special check. All prisoners have to undress. All metal buttons and hooks are cut off their clothes. Should a prisoner be regarded

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as particularly likely to try to escape, he has to tear a strip off his clothes, wrap it in paper and write the number of his railroad car on it. This parcel is then given to the train escorts, who, in case of an escape, can introduce the smell to the dogs.

Karskiye Vorota

7. The train took 21 days from Moscow to Karskiye Vorota (opposite Novaya Zemlya). From the station the prisoners had to march 40 km north to the camp. All work was done with spades and picks only. Foremen were prisoners with specialist qualifications, while the guards were MVD men convicted of some offense. Labor Group (Stroyka) No. 501; Labor Group No. 500 was east of the Urals. There were 600 men they lived in barracks. The climate was severe.

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Vorkuta

8. there were countless similar labor camps within a radius of 30 kilometers of Vorkuta.

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Syktivkar

9. The most important town is Syktivkar, which already has 700,000 inhabitants. Some of the inhabitants are supposed to be volunteers who receive wages two to three times the normal rate and two to three months leave in any place in the south. Deportees and those who finished their sentences are also being settled there. There are supposed to be asphalt streets in Syktivkar and the houses have all modern conveniences. The population is employed developing and exploiting local resources. There are also many soldiers, airmen, tank troops, and ski divisions.

Misju

10. Misju, which is south of the Arctic Circle, (The word Misju in Eskimo language means a cow's tail and the town is named after a small river of the same name.) Misju lies in a huge forest. There is no tundra, and the environs are beautiful. The forest is rich in animals such as bears, foxes, hares, and birds. The rivers are rich in fish. It is a real hunter's and fisherman's paradise. Only prisoners worked on the kolkhoz there. They lived in guarded camps. Each camp had a certain area to work. There was very little chance of escape. The escape route would have had to be to the north, since the marshes in the south were impassable; yet by going north there was nowhere to escape to.

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11. The kolkhozy in the Misju area exploit the forest. There are many sawmills, repair workshops for tractors, etc. On the kolkhoz were prisoners of many nationalities, including Germans, Poles, Czechs, and Hungarians. There were no prisoners from the Baltic States. There were many such kolkhozy, as is indicated by the number i.e. 248/4/12. This means: Camp No. 248, Unit No. 4, Group No. 12. In Russian it was called Ust-Vymlag. Sevezheldorlag. Veslyanny Rabochiy Poselok No. 248/4/12.

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12. Wages in the prison camp were comparatively high, but prisoners had to pay for accommodation, heating, food, etc., plus 15 to 30 percent of their wages. Each prisoner was permitted to retain not more than 200 rubles cash; any excess earnings were compulsorily deducted to benefit the camp. Old and sick prisoners were unable to fulfill the norm and lived on the earnings of

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the other prisoners. By fulfilling the norm it was possible to earn 24 to 27 rubles per day.

13. Male and female prisoners usually had separate camps, but there were also mixed camps. In the latter camps, every prisoner had a wife and there were numerous babies, who were later taken away by the MVD. All work was done with hand tools and was very heavy. Food was bad and too little. The guards were decent and no beatings took place. There were many nationalities in the Veslyana camp. [redacted] in one barrack 135 men who belonged to 32 different nationalities, including two [redacted]

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Borovichi

14. [redacted] Borovichi in Novgorod Oblast. There the German PWS from Misju were billeted in a mixed camp, i.e. men and women together. They worked in the brown coal mines where the norm was 1.8 tons per day. The prisoners were paid 22 rubles per ton. There were prisoners who could quarry as much as five to seven tons a day, but even they did not receive more than the permitted 200 rubles in cash per month, although everything above the norm was supposed to be paid at double rate.
15. Each work team consisted of four men: two hewers (zaboyshchiki), a bogie pusher, and a loader. In order to pay the camp charges and yet keep the permitted 200 rubles cash each per month, a team had to earn at least 80 rubles per day. The bogie pusher received 1.20 rubles per bogie, and the loader received five rubles per ton. Since the MVD did not go underground to check on prisoners, the prisoners altered the worksheets to enable every one of them to receive the maximum cash.
16. Only prisoners were employed in the mines. As everywhere else in the USSR, the mines belonged to the State and the labor to the MVD. Work was very difficult. The prisoners had to work for eight hours in a horizontal position, often lying in water approximately 20 cm deep. Every prisoner had a rubber overall and rubber boots. As headgear, old motorcyclists' crash helmets were worn. No face protection or glasses were issued. Mining was done with pneumatic hammers. Light was provided by ten-watt bulbs. The work was extremely tiring, and, after eight hours of work, prisoners needed the remaining 16 hours to rest and sleep.

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Pervouralsk

17. In the fall of 1952, all the German prisoners were taken from Borovichi to Pervouralsk, which is about 48 km west of Sverdlovsk. Here they had to work on building sites, erecting factories and houses. Bricks and slag-blocks were used as building materials. The slag-blocks had to be 19x20x39 cm, but usually arrived 21x21x40, or even 42 cm in size. This resulted in confusion, since the number of slag-blocks did not correspond to the plan.
18. The prison camp at Pervouralsk was the best [redacted] It consisted of wooden barracks with slag insulation. The prisoners installed kitchens, wash-houses, and central heating. Each barrack was divided into 12 to 14 rooms; each room was 55 square meters in size and occupied by ten prisoners. In all previous camps, the barracks had not been subdivided and had been occupied by 200 to 300 prisoners. Wages were the same as at the previous camps. [redacted]

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Prison Camp Rations

19. Prisoners receive the following rations, according to the amount of work they do:

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- a. Prisoners who fulfill 80 to 100 percent of the norm receive daily 650 gr of bread, 13 gr of sugar, 120 gr of porridge, and soup, often without fat, three times a day.
- b. Those who fulfill 101 to 129 percent of their norm receive an additional 100 gr of bread, 100 gr of porridge, 15 gr of sugar, 24 gr of fish.
- c. Those who fulfill 130 to 150 percent of their norm receive twice the above supplement.
- d. In some camps there is the so-called three pots system. The first pot (pervyy kotel) is for prisoners completing less than fifty percent of their norm. It consists of 400 gr of bread a day and soup twice a day.
- e. Prisoners who are too weak to work are sent to a recreation camp (ozdorovitelnyy punkt) and receive daily 850 gr of bread, ten gr of fat, soup three times a day, and 100 gr of porridge twice daily. They are weighed every week but do not receive wages while in a recreation camp.
- f. Prisoners who are really ill are sent to the camp hospital. The doctors and nurses are prisoners, too.

Camp Revolts

20. [redacted] revolt in a camp. Labor Group 501, which worked at blasting the tunnel through the Urals, managed to bring explosives into their camp. [redacted] the check is extremely severe on prisoners using explosives during their work; they often have to undress completely for such checks. The above unit blasted its way out of the camp. They were hunted by the MVD, dogs, soldiers, and aircraft. Within three months all prisoners had been rounded up. In the north such an operation is only possible during the winter, because during the summer it is light all the night. The local inhabitants of areas where prisoners live have to report any strangers they see. Should such information lead to the arrest of a prisoner, the informant receives a bonus of meat, fat, sugar, alcohol, and money. The biggest attractions are the money and the alcohol.

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Repatriation

21. From 22 to 25 June 1953, prisoners were interrogated about their relations in Germany and what they would do should they be released. Nobody believed in the possibility of a release.
22. On 14 September 1953, prisoners were told that they would be moved somewhere. They all thought they were going to a new camp. Rumors arose that they were being repatriated to Germany. They travelled through Frankfurt/Oder to Fuerstenwalde in cattle trucks, then in passenger cars to Eisenlach where they received new civilian clothes of rather good quality.

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